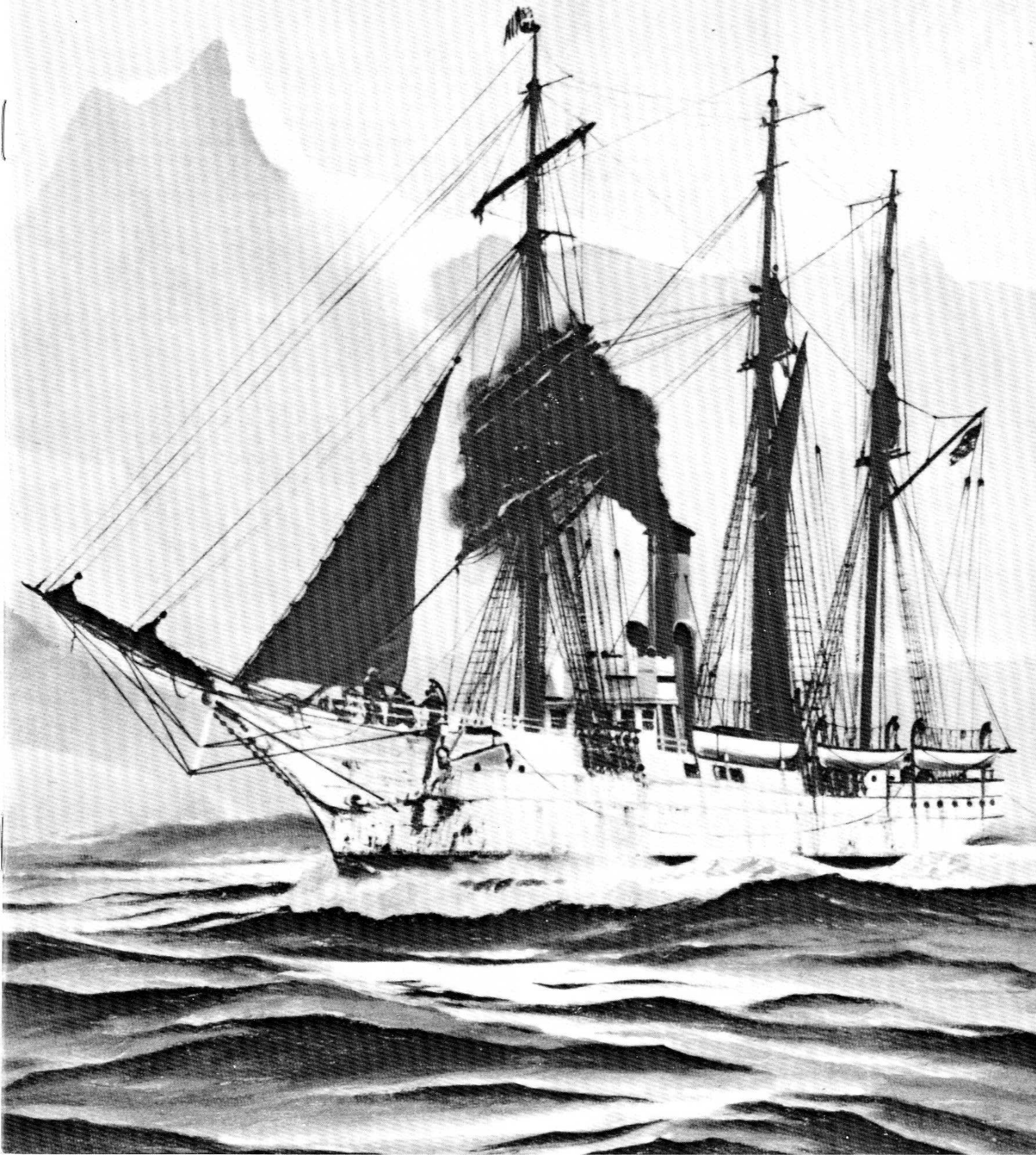


The Coast Guard **Reservist**

November-December 1978, Vol. XXVI, No. 1



UNCLAS

The following letter was received by CAPT Leo V. Donahoe, Commanding Officer of Training Center Cape May:

Dear Sir,

May I take this opportunity to thank you and BMC Ronald Gaines... for the concern you showed my son Seaman Apprentice Christopher K. Blake (RK) during his basic training experience.

In a day when there seems to be prevalent the concept of brutalization and dehumanization of the individual during basic training, BMC Gaines sought none of the above procedures to achieve his goals, but developed the basic required skills through firmness and dedication. BMC Gaines' excellent results did not end after boot camp as Christopher maintains a keen interest in his Reserve unit and Coast Guard correspondence courses.

So gentlemen, my hat is off to you and a great service organization -- The United States Coast Guard!

Sincerely,
Warren W. Blake, D. D. S.

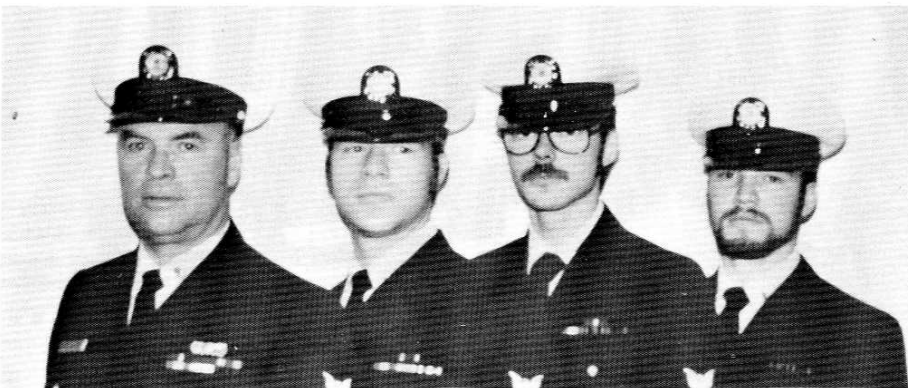
Secretary of Transportation Brock Adams received a letter from the Director of the Kanawha County, West Virginia Manpower Office, commending the Coast Guard Reserve.

The letter said in part: "This area's Coast Guard unit has been extremely cooperative, especially in the area of attempting to recruit minorities into the Coast Guard."

"If Chief Richard L. White and William David Spencer, a recruiter, are indicative of chiefs and recruiters in other areas, then the Coast Guard is truly to be commended for its efforts in the field of minority recruitments."

About 5,000 high school students have been introduced to the Coast Guard as a career option by Base Gloucester, NJ, reservists CDR Ron Vito, CDR Thomas Travers and PS2 Martin Connors. PS2 Connors, Reserve Affairs Petty Officer at the Base, coordinated the school talks at the request of the Philadelphia recruiting office. The three men spoke with eight different groups in the Delaware Valley tri-state area.

Cover: USCGC BEAR cruises the Arctic in this painting by EMC Hunter Wood, USCGR. Story on page 8.



The McCormack family of Bellevue, WA, boasts five members in the Coast Guard--four reservists and one Regular. They are (l to r) BM2 Richard McCormack and his sons MK2 John, MK2 Richard II, MK3 James (Regular) and, in separate photo, FA William McCormack. Another son, Patrick, is an Air Force sergeant. All the McCormack sons were class "A" school honor graduates.

The McCormacks say they owe their love of the Coast Guard to the "three A's": ability to be of service, associations with exceptional people, and activities they enjoy.



THE COAST GUARD RESERVIST is published bi-monthly by the Commandant of the United States Coast Guard.

ADMIRAL J.B. Hayes
Commandant, U.S. Coast Guard

REAR ADMIRAL T.T. Wetmore, III
Chief, Office of Reserve

LTJG K.M. Kiely
Editor

YN2 William P. Hamlin, Jr.
Staff Writer

This material is printed as information only and is not authority for action.

Members of the Coast Guard Reserve are invited to submit articles, photographs and artwork to the editor for possible publication. By-lines will be given.

Inquiries concerning the Coast Guard Reserve should be addressed to:

Commandant, U.S. Coast Guard (G-R-1/81)
400 Seventh St. S.W.
Washington, D.C. 20590
phone 202-426-2350 (FTS 426-2350)

CG-288

Admiral's Corner



RADM Wetmore addresses officers at Organized Reserve Training Center Seattle, WA, October 29.

In the last issue of the Reservist I discussed some of the projects which have served as stepping stones to link the fiscal years. I hope I provided some insight into how we are forging these links into a chain of progress. With our recent entry into a new calendar year, I feel that now may be the time to do the more traditional "taking stock" associated with the New Year, in order to identify our goals for the immediate future.

Taking stock has the natural connotation of counting inventory. In the Coast Guard Reserve our inventory of people is our first concern. It is no secret that we experienced an unexpected decline in strength last year. With extra effort by Coast Guard recruiters, we were able to reverse the trend in April and have seen a modest gain since then. However, in order to sustain the growth rate, we must increase personnel retention, particularly for our first term enlisted personnel. Personal efforts by all hands to explain fully the challenge and rewards of a career in the Coast Guard Reserve are more important than ever. There is competition from the Reserve enlistment bonus that the Department of Defense Reserve components now enjoy. At headquarters we are carefully monitoring the DOD bonus programs (enlistment and reenlistment) to provide a basis for considering similar programs for the Coast Guard Reserve.

The next aspect of our self-examination is more qualitative in nature. It measures the ability of each reservist to perform his or her assigned tasks in peacetime or upon mobilization. This ability is expressed through mobilization readiness, augmentation training, and formal training performance. If the initial data from exercise RESPOND '78 is an indication of our Selected reservists' ability and desire to respond to the call to duty, then our continued upgrading of training opportunities will result in a more capable and responsive Coast Guard Reserve.

We must also be aware of the status of the administrative system which supports our Reserve structure. The Reserve Personnel Management Information System (RPMIS) continues to progress, providing increasing support for headquarters, the districts and field units. Two noticeable support problems have been a shortage of uniforms and late pay. These problems continue to challenge us in the New Year. I can only promise that we are working with all concerned offices within headquarters to resolve both of these issues as quickly as possible. Individuals in those districts which have not yet completed their unit reorganization should be aware that the complexity of this effort causes a significant jump in pay exceptions in the first month after reorganization. This is a temporary problem which we are working diligently to overcome.

The final area for our evaluation is communication. I am convinced this single item may well be the keystone in our effort to bridge gaps between our mission objectives and our capabilities. Effective communication will provide returns well beyond the time and effort invested. Our ability to do our jobs depends, in no small part, on understanding what our jobs are. This simple fact emphasizes the need to effectively pass the word from headquarters to the field. I hope you have seen improvement in this area. Of possibly greater importance are communications from the field to headquarters. From the Commandant on down, we want to know what is going on. Not just problems; I, like the rest of you, want to hear good news, too. For example, your efforts to help us improve the Reservist have been encouraging. However, this success has been in large measure the result of letters and articles from individual reservists. I'd like comments from the unit and group commander level as well.

As we enter the New Year let us pledge to open fully the channels of communication. With greater understanding, we can be even more effective in improving an already outstanding Coast Guard Reserve.

Z.Z. Wetmore

Brief Comments



Representative Coble digs into his paperwork.

CDR Howard Coble, USCGR, serves his country not only as a military man but as a state representative as well.

CDR Coble, a Republican, was elected November 7 to represent Guilford County in the North Carolina House of Representatives.

As a reservist, CDR Coble serves with the Volunteer Training Unit, Atlantic Beach, NC. He was formerly Commanding Officer, Reserve Unit, Wilmington, NC. CDR Coble recently served on SADT at

Headquarters in Marine Environmental Protection and in Personnel Services.

CDR Coble earned his law degree at the University of North Carolina. His public service includes work as an assistant county attorney, a federal prosecutor, a state representative in 1969, and Secretary of the North Carolina Department of Revenue 1973-76.

As a public servant and a military man, CDR Howard Coble is a most worthy member of the Coast Guard Reserve team.

themselves which are deemed important to their consideration. This is stated in Title 14 U. S. Code Section 775 (e), and expanded upon in the Personnel Manual (CG-207), sections 5-A-4(e) and 10-A-4(a).

It is the policy of the Reserve Administration Division (G-RA) that all submissions meet with the intent and spirit of the regulation. All communications to the board are screened. Examples of inadmissible communications which have been received in the past are civilian resumes, college theses, newspaper articles and duplicate items.

Contact the Personnel Status and Review Branch of G-RA for further details.

A task force consisting solely of Reserve SADT personnel has been assigned to the Military Personnel Records Conversion Project, converting Coast Guard personnel and medical records to microfilm at Headquarters.

About 50% of the documents contained in paper files are either duplicates or unnecessary. These are weeded out by project personnel prior to filming the records. Filming reduces the voluminous paper records to just two to six post-card-sized pieces of film.

The project has suffered from a chronic shortage of personnel since its inception. Any third or second class petty officer may apply for assignment to this project on SADT. Experience in micrographics or records handling is not required. Any persons interested should submit a Request for Active Duty for Training through their unit and district, requesting duty at Commandant G-PO/72 (Microfiche).

NO MRN, NO ADVANCEMENT: The new MRN courses for pay grades E-4 through E-6 have replaced the military requirements sections in the Coast Guard Institute's correspondence courses. The MRN courses are now required for servicewide exam competition. All people who were furnished courses without an MRN component should have been sent one automatically in September. Completion of the MRN course is required for competition in the October 1979 servicewide exam. Keep an eye on the Institute's newsletter, the Corresponder, for more information.

All class "A" students are required to pass either the MRN-3 or MRN-4 correspondence course before they can be advanced to E-4. If the course is completed at the training command, it will be noted in the student's service record. If not, the student must complete the course and pass the test at the Reserve unit.

Officers eligible for promotion by a selection board may forward through official channels a written communication inviting attention to any matters of record in the Armed Forces concerning

Meritorious Unit Commendations were awarded this summer to Reserve Unit Port Canaveral (Florida) and the Reserve Assist Team of Governors Island (Reserve Unit Support Center, N. Y. III).

Port Canaveral was the first Reserve unit in the Seventh District to receive the award. The unit was designated in 1975 as primary response unit for oil spills in the Canaveral area. It provided boat crews to Station Port Canaveral and maintained its own utility boat on call 24 hours a day.

The Reserve Assist Team, among other projects, converted 32 sets of double doors at the Training Center to open outward, correcting a long-standing fire hazard. The project was accomplished on weekends and saved nearly \$200,000 over the estimated commercial cost.

The Department of Transportation Safety Institute is offering a correspondence course on the use of the Hazardous Materials Table. This subject is very applicable to the port safety field.

The five-unit course offers an introduction to the table, as well as units on commodity labels, packaging, and special information for air, water and passenger railcar.

There is a self-administered final exam. A course completion certificate is awarded.

Successful completion of the course is worth two retirement points.

The student must have a copy of 49 CFR Parts 100-199 (Revised as of Dec. 31, 1976).

To register, send your name, rank or rate, address and zip code to Dept. of Transportation Safety Institute (DPB-60), 6500 S. MacArthur Blvd., Oklahoma City, OK 73125 (ATTN: Hazardous Materials Nonresident Programmed Instruction). Be sure to request the Hazardous Materials Table course.

The Firefighter and Port Securityman rating badge contest was quite a success. The Reservist received over 100 well-prepared entries.

After consultation with LCDR West of the Uniform Board and Mr. Al Chaiken of the Naval Clothing and Textile Research Facility, four finalists have been chosen in each rating.

The final choice in each category will be made by the National Coast Guard Reserve Policy Board at their annual meeting in February. Winners will be announced pending approval by the Uniform Board and the Commandant.

The cutter RELIANCE will undergo a major overhaul in the Coast Guard Yard, Curtis Bay, MD, January 9 through April 6, 1979. This is an excellent opportunity for reservists to gain valuable experience while fulfilling their ADT requirements.

Non-rated reservists will be used, in addition to reservists in the MK, DC, EM and BM ratings. Personnel familiar with shipboard firefighting will be needed as well.

To apply, contact your unit commanding officer or district training officer.

Some changes have been made in the advancement multiple for the next servicewide exam cycle. For the first time, points will be given for the Reserve Meritorious Service Ribbon. In addition, only this medal and the Coast Guard good conduct medal will be awarded points for more than one advancement. For example, if a BM3 gets a commendation medal, the points count on the multiple only for advancement to BM2. The points will no longer be counted in multiples for BM1 and beyond.



Unit members receive instruction on use of the gas grenade launcher.

Members of CGRU Treasure Island (port security) spent their two weeks ADT training alongside police recruits at the Criminal Justice Training Center in Modesto, CA. They received special instruction in the use of firearms, batons, chemical mace, gas grenade launchers and self defense.

CDR Robert E. Buckley, Deputy Commander of Reserve Group San Francisco, is also a program specialist at CJTC. He designed the Coast Guard training program to meet specific mobilization needs. "The program was even tougher than police training," said unit member PS2 Thom Allison, a former police officer.

The Reserve Administration Division (G-RA) annually publishes a directive listing the tentative dates of Reserve selection boards for the coming year. Again this year, such a directive has been published -- COMDTINST 1401.4 -- but this year's directive is different in several ways.

Enclosure (1) to COMDTINST 1401.4 is a grid showing the dates of the scheduled boards and the districts from which board members will likely be chosen. This approach is intended to balance the personnel representation of each board. The Commandant tries to balance each board's membership by district and source of commission (i.e., Academy, OCS, direct commission, interservice transfer). This is done so that over the years all districts and officer backgrounds are represented as fairly as possible. Direct commission officers have tended to be over-represented in the past.

The second major change is the request that all interested officers submit their "Request for Board Duty" (see enclosure (2) to COMDTINST 1401.4) to Commandant (G-RA) as soon as possible. This advance application procedure will enable Commandant (G-RA) to make selections earlier, permitting prospective board members to better plan their training years, make early reservations for hotel accommodation, etc. Along with primary selectees, alternates will be chosen in case of last-minute emergencies.

Interested officers, LCDR and above, are urged to review the content of COMDTINST 1401.4 and make application for duty on one or more boards. Commandant (G-RA) will continue to solicit additional members by ALDIST (COMDTNOTE) if adequate numbers of requests and CG-3454's are not received by 10 weeks prior to the convening date. Officers not selected will be notified immediately so that they may make alternate plans.



Mr. Legg

Mr. Bill Legg, a retired Naval Reserve officer, has joined the Office of Reserve as Staff Assistant, succeeding Mr. Harry "Buz" Rambo. Mr. Legg is a professional Reserve administrator who served on the staffs of the Director of the Naval Reserve and the Assistant Secretary of the Navy (Manpower and Reserve Affairs). He was executive director of the Reserve Compensation System Study and consultant to the Deputy Assistant Secretary of Defense for Reserve Affairs.

Mr. Legg, originally from Chester, PA, is married and has five children.

The Reserve officer fitness report system will be revised by a future Commandant Instruction.

A new desired distribution of marks will be listed in enclosure (1) of the instruction. The experienced distributions on the present fitness report forms (items 14 and 17) will be disregarded. Revised forms will be available after January 1.

CDR Thomas Gould relieved CDR Alvin Hersh July 29 as Commanding Officer of Reserve Group Support Center New York. Changes of command are not unusual, but the Group made this one mem-

orable by planning a full military change-of-command ceremony, complete with music, invitations, a printed program and an invocation by a Navy chaplain. The ceremony was prompted by a Third District Instruction which stated that "a dignified and colorful ceremony is important to the transfer of command."

"We felt the occasion would provide reservists with a sense of military heritage that is often lacking in a one-weekend-a-month career," explained LCDR Henry Plimack of the Group.

A special tape of the appropriate military music was recorded for the ceremony by the Coast Guard Band. LCDR Plimack will reproduce the tape for other groups or units wishing to hold a formal change-of-command ceremony.

Send a blank reel-to-reel or cassette tape (about 90 minutes) to LCDR Henry Plimack, 250 No. Village Ave., Rockville Center, NY, 11570.

An RCS cassette entitled "Pre-Mobilization Legal Counseling" will be made available to all Selected reservists through their units. Also provided will be a pamphlet, "Your Personal Affairs" and an "Annual Legal Checkup" form.

"Basic Leadership: Right Down the Line" is another RCS cassette to be distributed. It is designed for IDT training. A corresponding pamphlet will be mailed directly to all Selected reservists.

MacGarvey Retires

The Office of Reserve lost one of its finest administrators with the retirement of Mr. George MacGarvey. Mr. MacGarvey was Assistant Chief, Reserve Programs Division. He had served the Coast Guard as a Reserve officer and as a civilian since World War II. Mr. MacGarvey was recalled to active duty in 1950 to administer the fledgling Coast Guard Reserve Program. He has been a major force in Reserve continuity ever since.

In September 1978 The Retired Officers Association published a booklet entitled Reserve Retirement Benefits, "to explain the entitlements and benefits reservists can expect to receive upon qualifying for retired pay at age 60. It's also well suited for the reservist already receiving pay, but who may not be well informed about other benefits earned through Reserve service."

All a reservist has to do to get a copy free is to send a short note requesting the booklet to The Retired Officers Association, 201 N. Washington St., Alexandria, VA. 22314.

The book was written by CWO Carl G. Franke, USA-Ret. and CWO Harry S. Hayman, USCG-Ret.

A correction...

The "Reserve student" pictured on page 13 of the September-October issue is not a reservist nor a student. He is BM1 Glen Miller, USCG, an instructor at RTSB Alameda.



What better way to spend a noon hour than a nice easy jog along the beautiful Lake Michigan shoreline? Several reservists attached to Coast Guard Reserve Unit Kenosha, WI run on their drill weekends. The normal routine is a brief exercise period followed by a four-mile run along the waterfront. Participants are convinced that their fitness program has resulted not only

in better health and appearance, but in increased stamina and attentiveness on the job as well.

Keeping fit are (l to r) SK1 Roy Yarbrough, LTJG Tom Tracy, LT Howard Silverman and YN2 Gary Shaw.

COMDTINST M6110.3 of August 3, 1978 recommends jogging as a good way for Coast Guard personnel to stay in shape.

Stress. It's a word we hear a lot, and it's part of our everyday existence. Although we can't get rid of stress, we can learn to cope with it.

Stress results from both physical and mental/emotional activity. Stress from emotional frustration is more likely to produce disease, such as ulcers. Physical exercise, on the other hand, can usually help people deal with mental stress.

Here are some tips to help you get a handle on stress:

WORK IT OFF--If you're angry or upset, try to blow off steam physically by running, playing tennis, or even taking a walk. Physical activity allows you an outlet for mental stress.

TALK OUT YOUR WORRIES--It helps to share worries with someone you trust and respect. If you find yourself becoming preoccupied with emotional problems, it might be wise to

seek a professional guidance counselor or psychologist. This is not admitting defeat. It's acknowledging you are an intelligent human being who knows when to ask for help.

LEARN TO ACCEPT WHAT YOU CANNOT CHANGE.



AVOID SELF MEDICATION--Many chemicals can mask stress symptoms, but they don't help you adjust to the stress itself. Remember: the ability to handle stress comes from within you, not from the outside.

GET ENOUGH SLEEP AND REST--Lack of sleep can lessen your ability to deal with stress. If stress repeatedly keeps you from sleeping, tell your doctor.

BALANCE WORK AND RECREATION--All work and no play can make anyone a nervous wreck.

TAKE ONE THING AT A TIME--It's defeating to tackle all your tasks at once.

GIVE IN ONCE IN A WHILE--Try giving in instead of fighting and insisting you are always right. You'll find that others will begin to give in, too.

More ways of coping are discussed in a new "Stress Fact Sheet," available free from the Consumer Information Center, Dept. 581F, Pueblo, Colo. 81009.

THE BEAR OF THE NORTH

by Bill Hamlin

The first Coast Guard vessel especially designed for icebreaking and navigating through ocean ice was the renowned barkentine BEAR. For nearly 90 years she was known for her great service in the polar regions and participated in some of the most thrilling sea rescues of her time.

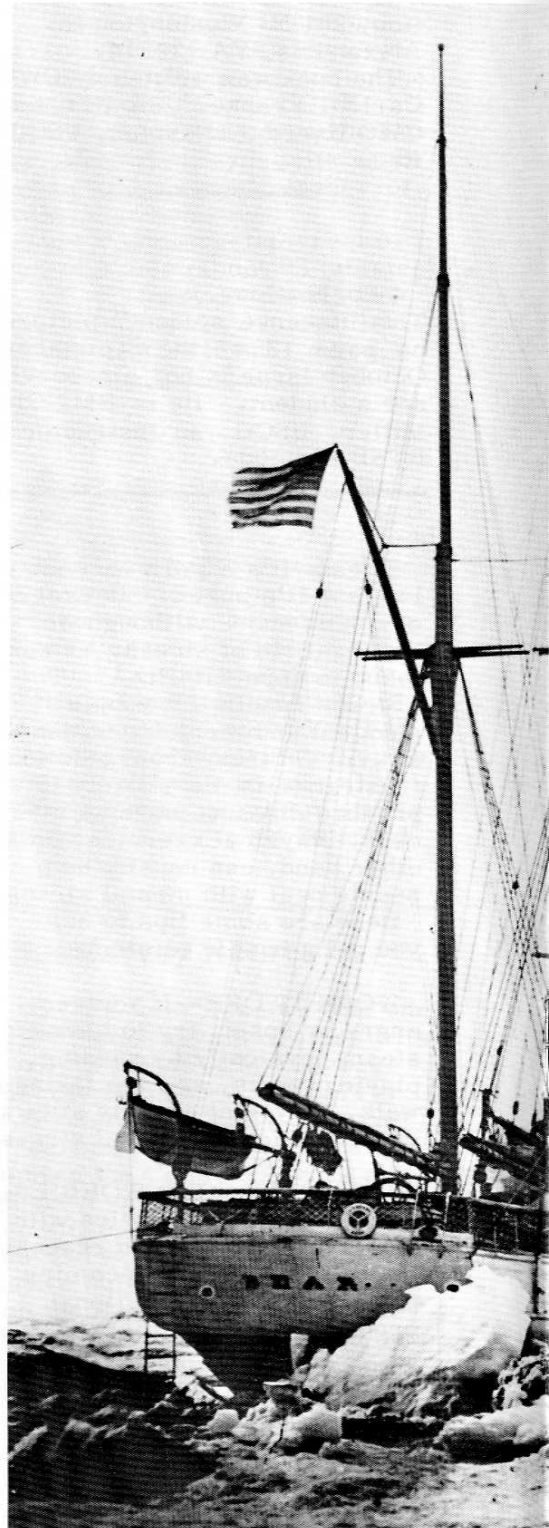
The BEAR was built by Alexander Stephens and Sons of Dundee, Scotland in 1873-74 for a sealing fleet based in St. Johns, Newfoundland. From 1874 to 1883 the BEAR pursued the profitable seal skin business.

She was built of stout oak timber and sheathed with Australian iron bark, one of the toughest woods known. Her deck was teak. A steel plate protected her solid oak bow. She had two watertight bulkheads, one hatch and three holds in her original construction. The BEAR's barkentine rig (foremast square-rigged, main and mizzen masts fore-and-aft rigged) was augmented by a coal-fired steam power plant. Her 500 horsepower two cylinder compound engine could propel her 1700 tons at a speed of nine knots. The ship's length overall was 198'6", with a beam of 29'9" and a draft of 18'8".

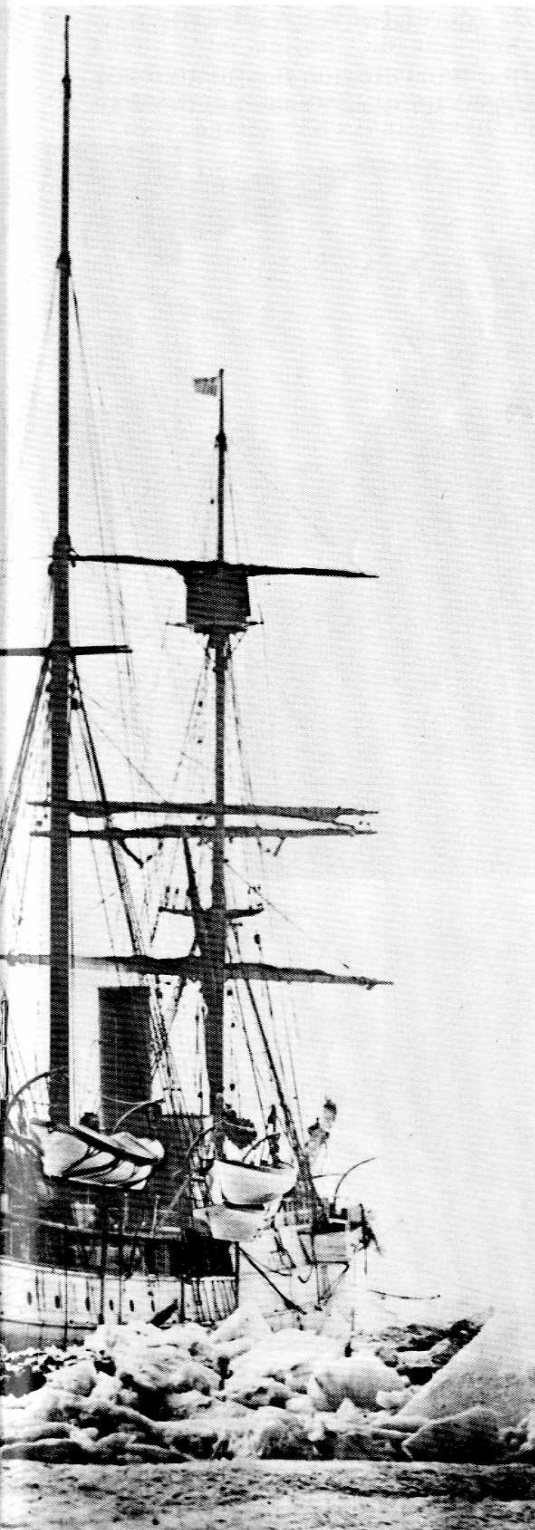
BEAR'S FIRST RESCUE

In February, 1884, the BEAR was purchased for the U. S. Navy as a rescue ship for the A. W. Greely expedition stranded in Greenland. This expedition was dispatched to the Arctic to set up a series of observation stations to study the earth's magnetism and northern weather. While there, one of their provision ships was crushed in the ice and her provisions were lost. Twenty-five men were stranded on the ice during the Arctic winter without adequate food or clothing. They existed on rock moss, leather sledging equipment, and whatever small game they could find.

The BEAR sailed from New York Navy Yard April 24, 1884 with two other rescue vessels: the ALERT, a sealer and the THETIS, a British vessel. The BEAR battered her way through the ice floes. Sunday, June 22, 1884, the BEAR and the THETIS arrived at Cape Sabine. They found only seven survivors of the expedition.



I
J



This rescue was the BEAR's first taste of glory. She was welcomed upon her return to New York and congratulated by President Arthur. But it looked as though the BEAR's career was over. Not long after her return from the Greely rescue, she was declared by the Navy to be unfit for further service and was decommissioned.

HER REST WAS SHORT

The U. S. Revenue Cutter Service (forerunner of the present day Coast Guard) recognized the potential of the BEAR as an Arctic patrol ship and requested her transfer to the Service. By Congressional Act, March 3, 1885, the transfer was approved. Thus began for the BEAR an unsurpassed 41-year career.

Following repairs and alterations, the BEAR sailed from New York November 8, 1885, around Cape Horn, and reached San Francisco February 23, 1886. The BEAR was ordered almost immediately to the Bering Sea patrol. April 21, 1886 she went in search of the crew of the bark AMETHYST, in company of the cutters CORWIN and RUSH.

ALASKAN PATROL

The BEAR's duties on the Alaskan Patrol were many. Annually she patrolled the Alaskan waters between Dutch Harbor and Demarcation Point in the Pribilofs. She carried mail as well as government agents and supplies. On her trips south from Alaska, she transported Federal prisoners. As do present day patrols in that area, the BEAR carried out law enforcement functions. The deck of the BEAR often served as a court where justice was dispensed swiftly but fairly. She assisted in charting Alaskan waters and furnished medical attention to natives, prospectors, missionaries and whalers.

One of her jobs was to protect the Alaskan seal herds, which had dwindled from 4,000,000 to only a handful. Sent to patrol the herds, the BEAR seized several Canadian seal hunters who were working illegally. The incident threatened to touch off a dispute between Canada and the United States. On numerous

'The BEAR brought the first reindeer to northern Canada and

occasions she was the focal point in international disputes of Alaskan water jurisdiction between the United States and the governments of Russia and Canada.

Today, the reindeer which roam the northland are the lifeblood of the Eskimo. The BEAR brought the first reindeer to northern Canada and Alaska from Siberia in 1891. In the next few years the BEAR transported enough of them to build up three herds.

In November 1897, word was brought to San Francisco that eight whaling vessels with 275 men had been trapped in Arctic ice near Point Barrow, Alaska. The American whalers faced almost certain starvation unless a relief expedition could reach them with food supplies before their own limited stores were exhausted.

The BEAR had only recently returned from her annual summer cruise to Point Barrow. At the order of the Secretary of the Treasury she went to their relief. In her first Arctic voyage during winter, the BEAR headed toward Point Barrow. By December 14, 1897 the BEAR had gone as far north as she could go. The ice was so thick that she was forced to turn back approximately 85 miles off Cape Nome. But before she left, she landed an overland party equipped with guides, sleds and dog teams which set out for Point Barrow.

After a 1,600 mile journey, the party reached Point Barrow about three and one-half months after being put ashore by the BEAR. None of the whalers had ever dreamt that an overland expedition would be sent for their relief.

In June 1912, Mt. Katmai on Kodiak Island erupted, resulting in disaster for the town of Kodiak. The eruption blew the top off the mountain and made a crater 3,700 feet deep. The BEAR assisted in the rescue operations.

Two years later she took part in the rescue of the crew of the KARLUK, of the Canadian Arctic Expedition.

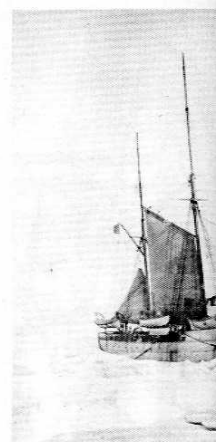
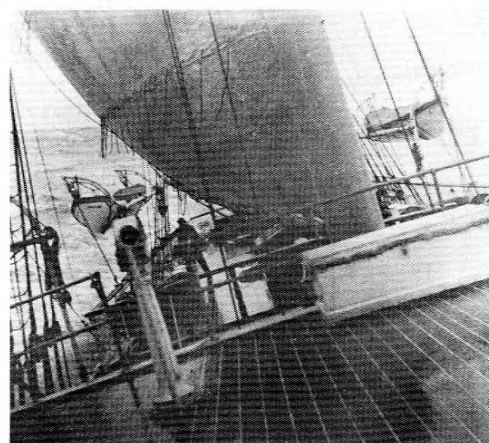
The BEAR was still around when the United States entered World War I in 1917. For the duration of the war she served with the U. S. Navy in her patrol of Alaskan waters.

In 1925, the BEAR was retired from her annual patrols to the Arctic. She was decommissioned in 1929 and turned over to the city of Oakland, California for use as a maritime museum. It was at this time that the BEAR was used in the movie, "The Sea Wolf," based on the novel by Jack London. She played the part of Death Larsen's ship, MACEDONIA. The action took place in her old waters in the Pribilofs and concerned her old work--sealing.

BEAR HEADS SOUTH

In 1932 Rear Admiral Richard E. Byrd, USN, needed a vessel suitable for his second Antarctic Expedition. He learned the BEAR was available and purchased her from the city of Oakland for the "nominal" sum of \$1,050. With a volunteer crew, the BEAR sailed to Boston Navy Yard where she was refitted with new equipment.

The BEAR sailed from Boston September 25, 1933. After a rugged trip, she reached the Bay



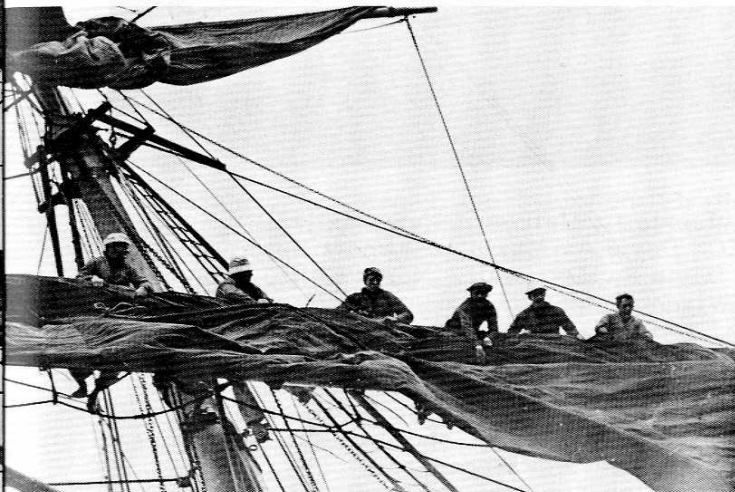
Alaska...

of Whales, Antarctica January 31, 1934.

The BEAR served as Admiral Byrd's center of operations. On this expedition Admiral Byrd determined, among many things, that the magnetic south pole had shifted to the west. He also explored 1,100 miles of uncharted coast line.

The BEAR returned to the United States in 1935. She sailed up the Potomac River to Washington, D.C. where she was welcomed by President Roosevelt in a rousing celebration.

Once again, Admiral Byrd called upon the



clockwise: Kodiak bear cub was ship's mascot;
turn-of-the-century sailors rig the BEAR;
ship's doctor attends an Eskimo child;
the BEAR full-rigged;
close-hauled in an Arctic storm.

BEAR's services for the United States Antarctic Expedition. The BEAR was converted to modern diesel drive and her auxiliary equipment was electrified. In 1939, she began a voyage to Little America, the base established by Admiral Byrd in 1929. By May 16, 1941, she had completed her work in Antarctica and was back in Boston.

Soon after her return from the Antarctic, the BEAR was assigned to the Greenland Patrol operated by the U. S. Coast Guard. She took part in the capture of the Norwegian freighter BUSKOE. The BUSKOE had been fitted out by the Germans to set up Nazi radio stations for transmitting information on Allied ship movements.

The BEAR's days of active service were now ending. In June, 1944, she was decommissioned. She was kept at Boston Navy Yard.

The BEAR was sold for \$5,199.99 in February, 1948 to a steamship company in Halifax, Nova Scotia. For a brief time she returned to her former profession of sealing. But the price of seal oil and skins dropped and all work stopped.

BURIAL AT SEA

It seemed that the BEAR was doomed to end her days in obscurity. She was tied to an ancient dock in Halifax, with her nose resting in the mud at low tide. There she remained until she was sold early in 1963. The BEAR was to be converted into a maritime museum and restaurant to be located on the Delaware riverfront in Philadelphia, PA. She was scrubbed, repainted and rerigged by the same firm that made the replica of the BOUNTY used in the motion picture "Mutiny on the Bounty."

Sunday, March 17, 1963, the BEAR left Halifax, towed by a cable attached to a tug. The BEAR was manned by two crewmen to watch the towline. On Monday night, about 95 miles out in the ocean, the tug and its tow ran into 30-foot waves and winds up to 50 miles per hour. The cable broke and the BEAR went broadside in the troughs of the waves. Her seams had not been caulked and her old timbers were no longer strong enough to withstand the vicious battering of the North Atlantic. She took on water through the open seams.

Tuesday, March 19, 1963, the tow crew abandoned her and were picked up by the tug. By that evening, while a Coast Guard plane circled overhead and the tow crew on the tug watched, the gallant BEAR disappeared beneath the waves. The BEAR had chosen the North Atlantic, where she had sailed so often before, as her final resting place.

The Loss of the CUYAHOGA: A Reservist's View



by PA2 Wilkie Nunn,
USCGR

Shortly after 9 p.m. October 20, 1978, USCGC CUYAHOGA was struck in her starboard side by a 521 foot freighter, the SANTA CRUZ II. The CUYAHOGA rolled 50 degrees to port and sank by the stern within minutes. Eleven men died in the incident. The remaining eighteen, of the crew of 29, were rescued by the SANTA CRUZ II.

The CUYAHOGA had been underway about six hours when she was struck. The ship departed the Reserve Training Center at Yorktown, Virginia that Friday afternoon for a weekend cruise to teach shiphandling to officer candidates. The CUYAHOGA had just completed a turn to head up into the Potomac River for the night's anchorage when she was hit.

The crew for this trip consisted of thirteen permanent party and instructors, fourteen officer candidates, and two members of the Indonesian Navy who were studying Coast Guard methods.

The CUYAHOGA was the last of the "Active Class" 125 foot cutters in commission. She was commissioned March 3, 1927 as part of the Coast Guard's prohibition fleet. In 1962 she was transferred to Yorktown for officer candidate classes in boat handling and seamanship. The weekend cruises for officer candidates were the main mission of the CUYAHOGA.

A memorial service for the eleven men who perished in the sinking was held at Yorktown October 25. The men were:

SA Michael A. Atkinson, Spencerport, NY
SS1 Ernestino A. Balina, Newport News, VA
YN1 William M. Carter, Newport News, VA
OC James W. Clark, Clovis, NM
OC John P. Heistand, Forked River, NJ

FA James L. Hellyer, New Castle, PA
MKCS David A. Makin, Newport News, VA
SA David S. McDowell, North Chili, NY
LTWiyono Sumalyo, Indonesian Navy
OC Edward J. Thompson (MK1), Wichita, KS
OC Bruce E. Wood (RM1), Bellflower, CA

PA2 Wilkie Nunn of the Alexandria, VA public affairs unit served at the scene of the CUYAHOGA tragedy. He shares his experience with the Reservist's readers:

The collision occurred shortly after 9 p.m. on a clear, calm Friday night. As I pulled my uniform out of the closet the next morning I didn't know anything about the incident or the 11 men who had perished in the sinking. My biggest worry was getting the insignia and ribbons in the right places on my uniform for a change-of-command ceremony. I had no way of knowing that I would spend the next 36 hours in that uniform working with 20 other reservists from Baltimore and Washington at the site of the Coast Guard's worst tragedy in nearly ten years.

When I arrived at the Reserve unit the atmosphere was charged. LT Jim Brandt, the unit Commanding Officer, was in contact with both Fifth District and Headquarters public affairs offices to offer our assistance. About 8:45 a.m. a request came through for two of us to relieve the public affairs personnel at Station St. Inigoes, Maryland, near the disaster site.

LTJG Tom Philpott and I reached the station about 11:30. Once inside, we were assailed by the constant ringing of phones and hurried questions from reporters. Occasionally someone would emerge from an office to update the latest release.

Slowly, between phone calls and reporters'



questions, we pieced the situation together. We learned that when struck, the CUYAHOGA had sunk by the stern within minutes. The ship's Boston Whaler was freed from the stricken vessel and all 18 survivors clung to it until pulled from the water by the crew of the Argentinian freighter.

The next morning divers found the CUYAHOGA and reported "no signs of life."

PSC Earl Hill's Port Security detachment, which usually oversees LNG tankers at the Cove Point LNG facility, had arrived at 3:30 that morning. They moved out to assist the Atlantic Strike Team and Marine Safety Office personnel.

About a dozen reservists from the Baltimore area replaced MSO personnel from Baltimore, freeing them to work on the scene. Down the length of the Chesapeake Bay about twenty reservists relieved active duty personnel so that the rescue operations could proceed quickly and smoothly. This is what augmentation was designed to do. Fully trained and competent reservists were ready to step in and relieve active duty personnel from routine duties so that they were freed to act with dispatch in accomplishing their mission.

Now I read the impersonal message traffic about the event and know that the men who wrote those messages were not impersonal. As a reservist, I had forgotten the daily dangers of going to sea. Reading the message traffic which lists the names of the victims brings back to me the importance of the job we do.

Most rescue work involves civilian craft and people we could never have known. In this case it involved not only people we could have known, it involved people we could have been.



l-r: Crane took only two minutes to hoist the battered CUYAHOGA to the surface; the cutter at its dock in better days; linen-strewn wreckage.

'We Do More than just Mop It Up!'

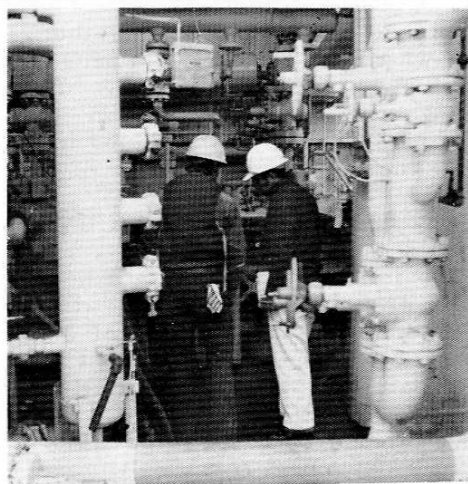
by LT Pat O'Brien, USCGR. photos by FI1 Joe Padilla

FI1 Joe Padilla and FI1 David Curnutt, of Reserve Unit Marine Inspection Office Los Angeles/Long Beach, inspected seven offshore oil drilling platforms in the Santa Barbara Channel last May.

Before performing the inspections, Padilla and Curnutt developed an inspection program which meets the MIO LA/LB annual inspection requirement called for by the Code of Federal Regulations.

Padilla and Curnutt arranged for transportation to and from the platforms on board the platform operator's crew boats and helicopters. They were accompanied on their inspection tours by CWO Joe Brown of the Marine Inspection Office. MIO personnel expressed great pleasure with the job performed by our Reserve firefighters. The procedures they developed will be used in next year's annual inspection.

Padilla and Curnutt inspected the drilling platforms while on active duty for training. As civilians, they are both professional firefighters. As reservists, they augment the tanker safety boarding program at the Los Angeles/Long Beach Port Safety Station.



Imposing exterior of oil rig hides a maze of pipes and valves. At right is FI1 Curnutt.



The Sandy Hook Lighthouse in New Jersey is featured on a 29-cent stamp issued last spring by the Postal Service. The lighthouse, built in 1764, is one of the oldest in the United States.

A Coast Guard Cutter Cuyahoga Memorial Fund has been established at the Reserve Training Center, Yorktown. Contributions should be by check payable to the fund. Mail contributions to the Reserve Training Center, Yorktown, VA, 23690, Attention: Captain Blaha.

Among the first contributors to the fund were Reserve Unit Greensboro, NC and CDR Howard Coble, USCGR, who sent two checks totaling \$100 to RTC. As of December 1, the fund had swelled to over \$2,000.

The New SBP

Tailor-Made for Reservists

SURVIVOR BENEFIT PLAN FOR RESERVISTS

Under the former plan, a reservist could elect to participate in the SBP for military retirees on the same basis as any other retiree entitled to retired pay, but only after reaching age 60. In other words, if the member elected to provide survivor coverage after age 60, his monthly retired pay was reduced by 2 1/2 percent of the first \$300 plus 10 percent of any portion over \$300. The member had to make the election to participate at the time he began to draw his retired pay. The survivor benefit payable at the time of his death was 55 percent of his retired pay.

Were the reservist to die before reaching age 60, however, the survivor would not be eligible for any benefit from the SBP. This would be true even if the reservist had completed 20 years of satisfactory service and had become entitled to retired pay at age 60.

TWO NEW OPTIONS

The new program for reservists is designed to provide survivor protection to the spouse, spouse and children, children alone, or persons with an insurable interest of reservists who have completed 20 years of satisfactory Federal service but who have not yet reached age 60.

In addition to regular SBP, the survivor program for reservists provides two additional options for coverage. Each reservist will be required to make an election upon completing 20 years of creditable service. Reservists will be notified of the options available to them under the SBP at that time. They will have 90 days from receipt of notification to elect in writing one of the three options available to them.

OPTIONS AVAILABLE TO RESERVISTS

The retirement-eligible reservist has the following options:

1) No change from the current SBP: The member can decline to make an election for or against SBP coverage until attaining age 60. Consequently, there would be no coverage in the years between becoming retirement-eligible and attaining 60 years of age. Coverage for the time beyond age 60 would begin only at the retiree's request upon becoming entitled to retired pay. At that time the provisions of the regular SBP would apply.

2) First new option: A survivor annuity payable on the date the member would have attained age 60 if he dies before age 60, or on the date of his death if he dies at or after age 60.

3) Second new option: A survivor annuity payable on the date of the member's death whether before or after age 60.

ELECTION TO PARTICIPATE

A positive election in writing is required if the reservist wishes coverage under either of the two new options. If no election is made by the reservist within 90 days following notification, the member is presumed to have chosen not to make an election until age 60. An election not to participate during the interim period, at the maximum level, requires that the spouse be notified. It is the intent of the law that a concentrated effort be made to insure that the spouse of the reservist is made aware of the provisions of the plan in a timely manner so that a joint decision can be reached before the 90-day period expires. The election to participate under either of the new options is irrevocable as long as there remains an eligible beneficiary. The plan permits a reservist to discontinue coverage should there no longer be an eligible beneficiary. This is similar to the provision in the regular SBP. In addition, if the member's original beneficiary becomes ineligible and a second beneficiary is obtained, the member would be permitted to rejoin the plan within one year. The costs under the plan would be revised to reflect this most recent election. A member with no beneficiaries upon completion of 20 years of service, who later acquires a beneficiary, is given one year to join the plan. Reservists who completed 20 years of creditable service before the law was enacted are given a year in which to join the plan. Every reasonable effort will be undertaken to locate and notify retirement-eligible reservists of their options under the new SBP.

COSTS TO PARTICIPANTS

The cost of the new options is shared entirely by those individuals potentially benefiting from the coverage. The cost to the retiree is in the form of an additional reduction above the standard contribution of 2 1/2 percent of the first \$300 of retired pay plus 10 percent of the remainder. The cost to the survivor will be in the form of a reduction applied to the 55 percent of the retired pay normally received.

The amount of these reductions will be based on actuarial calculation using a specified group annuity table and discount rate, the member's age at election, the difference in age and sex of the survivor, and the option elected. The percentage reduction will be computed at the time of the member's election and based on the actuarial charges in effect at that time.

DEPARTMENT OF TRANSPORTATION
U. S. COAST GUARD
WASHINGTON, D. C. 20590

POSTAGE AND FEES PAID
U. S. COAST GUARD
DOT 514



Reservists: Report change of address to your District (r). TheCoast Guard Reservist magazine can not process address changes directly.

| | a | b | c | d | e | f | g | h | i | j | k | l | m | n | o | p | q | r | s | t | u | v | w | x | y | z | aa | bb | NON STANDARD DISTRIBUTION |
|---|---|---|-----|---|---|---|-----|---|---|---|---|---|---|-----|---|---|---|---|---|---|---|---|---|---|---|---|----|----|--------------------------------|
| A | 3 | | 1 | 3 | | 2 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | | | | Bc: 5th(275), 1st,2nd,3rd, |
| B | | 3 | 15* | | 1 | 1 | 125 | * | 1 | 1 | 1 | 1 | 1 | 300 | 1 | 1 | 1 | | 1 | 1 | | | | | | | | | 7th,8th,9th,11th(100); |
| C | 5 | 3 | 1 | 3 | 2 | 1 | 1 | 1 | 1 | 1 | | | 3 | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 1 | | 12th,13th,14th,17th(50) |
| D | 4 | | | 1 | | | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 1 | | | 1 | 1 | 1 | | | 1 | 1 | 1 | | Bh: Cape May(275) Alameda(125) |
| E | | | | | | | | | | | | | | 3 | 1 | | 1 | | 1 | | | | | | | | | | One copy mailed directly to |
| F | | | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | each Reservist (19,427) |